

ment A mad dog got loose in the Western district this morning and bit several people.

turned up Queen's Road towards No. 1 Station. In its career the dog bit, as far as is known to the Police, four men and one girl. The noise and cries of the people were heard by Inspector Swanston and the Constable on duty at West Point, and they both rushed out with iron crow-bars. The Inspector got up to the dog and hit it a blow on the back of the neck, which stunned it. He and the constable then made

short work with the brute. They next inquired after those who had been wounded and sent the four men and the girl to the Government Civil Hospital, where their wounds were dressed. Some of the wounds are said to be rather severe. The dog is said to belong to some one in Queen's Road West, but the owner has not yet been discovered.

THE question of what is a legal fore

ride in a 'ricksha, which was rendered rather perplexing by a recent decision of Mr. Wodehouse, was certainly not elucidated in any way by a decision given by him to-day. An interpreter at West Point Station took a 'ricksha at the Stag Hotel and was taken to No. 7 Station. He paid the coolie 5 cents, but the latter demanded 7. The interpreter refused to pay, and finding that the coolie had not a license, had him arrested on a charge of giving a 'ricksha for hire.

without a license and demanding more than his legal fare. It appeared from the evidence that the coolie took 20 minutes to cover the distance. His Worship therefore only found the first part of the charge proved, holding evidently that because the coolie had taken more than a quarter of an hour to run a distance which might be covered in less than 10 minutes by any ordinary coolie, he was entitled to ask more than

5 cents. This is putting a distinct premium on laziness, and coolies when they see that can get double fare for loitering, will take care not to run fast.

The summary of the Queen's Speech at the opening of Parliament given in the Standard papers contains the following paragraphs, which are either new or a fuller version of what was telegraphed here:—

The Suez Canal negotiations have been

The estimates for the year provide for improving the defence of the various ports and coaling stations. It is intended to provide a special squadron for the protection of the commerce of the Australian Colonies, a portion of the expense will be borne by the Colonies.

Glad to announce that the prospects of Commerce are more hopeful than they have been for many years; regretted that improvement had not taken place in the same prospects, but hoped to discuss some means of this.

The owners of the S. S. *Benton* have applied to the Fair Play Council against the Judgment lately delivered in their case against the *Fair Penang* for damages. The owners of the *Fair Penang* entered a cross appeal day, and both will have to be heard by the Fair Council at Home. It will probably be a long time before the result is known.

The *Penang Gazette* says:—The Achinese continue fitfully to harass the Dutch troops and lose no opportunity of showing their faith. Recently near Olesieh, the

to support the occupied territory, they are very near laying hold of sundry Frenchmen who had incautiously ventured among them. A French steamer had been chartered to carry coal from Oleikh to Palo B. While the steamer lay at anchor in that bay, several of the sailors on board set out fishing to pass the time. For that purpose they went in a boat to an islet not far from Achineus. As soon as the authorities heard of this they sent word that they immediately to return for fear of it being made captive. A steam-launch rushed to the spot soon brought

adventurers back in all haste. A captive Frenchman would be a welcome windfall to the Achinese. A second Canton affair would have been the unavoidable consequence.

THE BRIT. N. BORNE HERALD says:—MR. ABRAHAMSON has returned from China. *Royalist.* We understand that he was saved by His Excellency the Viceroy Hung Chang at the Yamen, Tientsin, on 15th October and that he concluded instant contracts with the Chinese Government. Messrs. E. E. Abrahamson &

have purchased two sailing vessels, a small sloop of about 130 tons capacity, fitted with all the latest appliances being built for them by the London and Whampoa Dock Company, and ready to steam to San Francisco, will be a convenient boat to call the river on. The vessel is only 5 feet of draft. The vessel is fitted with a winches and will have sleeping accommodation for several European passengers, a suitable saloon on deck. Her dimensions are 100 feet length, 16 feet beam, 8 by 10 feet depth of hold, draft 5 feet loaded. We demand that the sailing vessels

called respectively the *Governor Tra-*
and the *Sandakan*, and the steamer
Normanhurst, after Lord Brassey's
in England.

THE 'war scare' in Europe is kept
with reasonable diligence, but does
seem to make progress. Side by side
the accounts of the military preparations
there are always accounts of a disposition
to settle on easy terms. Most of
trouble comes from the existence of
official or 'inspired' newspapers in
Continental capitals. Now and then—

happens once in four or five years—the straight tip from their respective governments, and the result is that the thing they say in the interval has a fact weight, although it may be pure opinion. A war scare is the best move running up sales known to them; cause, as long as the armaments are large, war will always seem a not imitable contingency, and the movement troops near the frontier a good thing to work up, either editorially or reportorially. The *very* Lord Randolph Churchill has turned this to account by appar-

the scene himself, shows what a talent he has for advertising, and what a man would be to push a ready-made electrical business. His visit to St. Petersburg is no more important than that of any other man, but all Europe is wondering what it means.—*Nation*.



Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 22nd Instant, at Noon.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 333.00
To London ... 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, February 11, 1888. 175

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, WATSON, Commander, will be despatched for YOKOHAMA, via KOREA and YOKOHAMA, on SATURDAY, the 25th February, at 3 p.m.

To be followed by *S.S. PARTHA*, on the 15th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver ... \$100.00
To Victoria and San Francisco ... 175.00
To all common points in Canada and the United States ... 200.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. K. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 27th February.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, February 9, 1888. 141

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY OF RIO DE JANEIRO* will be despatched for San Francisco via Yokohama, on SATURDAY, the 3rd March, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 333.00
To London ... 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, February 11, 1888. 223

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 22nd February, 1888, at Noon, the Company's Steamship *YANGTSE*, Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st February, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, February 9, 1888. 216

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on Through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, THE HAMBURG, NEW YORK AND BOSTON.

SPECIAL OFFER LAUNCHED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *BENGAL*, Captain W. B. ANDREWS, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 23rd February, at 3 p.m.

To be followed by *S.S. PARTHA*, on the 15th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver ... \$100.00
To Victoria and San Francisco ... 175.00
To all common points in Canada and the United States ... 200.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. K. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 27th February.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

E. L. WOODLIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, February 18, 1888. 261

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on Through Bills of Lading for the principal places in RUSSIA.

Shipping Orders will be granted until Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOERS & Co., Agents.

Hongkong, February 20, 1888. 276

Mails.

SAILOR'S HOME.

ANY Cut-off CLOTHING, BOOKS, or PARFUMS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES. Reprinted from 'The China Mail' WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the Office of this Paper.

Messrs. LAY, CRAWFORD & Co.'s, Messrs. KELLY & WALSH, and Mr. W. B. BROWN.

Price, 50 Cents.

To be had at the China Mail Office, Messrs. LAY & WALSH, Messrs. LAY, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED ... \$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates of Goods and Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Underwritten having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co., Agents.

Hongkong, July 25, 1873. 496

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwritten, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., Agents.

Hongkong, January 1, 1882. 14

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FOREIGN MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly journal of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION.

Per Annum, ... \$1.00, postage, ... \$1.00
Quarterly, ... 3.00
Single Copy, ... 0.30
(China Mail Office, Hongkong.)

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tai-Tai at the following hours:—This Time Table will take effect from the 17th OCTOBER, 1887.

WEEK DAYS. SUNDAYS.

Leave K'loon. Leave H.K. Leave K'loon. Leave H.K.
6.00 A.M. 7.00 A.M. 9.00 A.M. 7.00 A.M.
8.00 " 8.30 " 7.30 " 8.00 "
9.30 " 10.00 " 8.30 " 9.00 "
10.40 " 11.15 " 10.30 " 10.45 "
12.30 P.M. 1.00 " 12.30 P.M. 1.00 P.M.
1.30 " 2.00 " 1.30 " 2.00 "
2.30 " 3.00 " 2.30 " 3.00 "
3.30 " 4.00 " 3.30 " 4.00 "
4.15 " 4.30 " 4.15 " 4.30 "
5.10 " 5.10 " 5.10 " 5.10 "
5.25 " 5.40 " 5.25 " 5.40 "
6.00 " 6.15 " 6.00 " 6.15 "
6.30 " 6.45 " 6.30 " 6.45 "
7.00 " 7.00 " 7.00 " 7.00 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, Ph.D., TUBING. THIRD EDITION, REVISED, WITH ADDITIONS.

Price, ... \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1881. 103

NOW ON SALE.

INDEX TO THE

'CHINA REVIEW'

from VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

Price, ... 50 CENTS.

To be had at the China Mail Office, Messrs. LAY & WALSH, Messrs. LAY, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, each denoted by a letter.

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figure denoting the sections.

Section. 1. From Green Island to the One World. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kowloon Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers. Angora ... 10 Pintham ... Brit. str. 3185 Feb. 21 Butterfield & Swire. Batavia ... 5 Watson ... Brit. str. 2000 Feb. 16 Adanson, Bell & Co. Camille ... 3 Daily ... Brit. str. 1040 Feb. 16 Order. Calcutta ... 5 Joon ... Brit. str. 1423 Feb. 11 Jerning, Matheson & Co. Chow-chow-foo ... 5 Woon ... Brit. str. 561 Feb. 19 A. R. Marty. Dant ... 4 Unsworth ... Brit. str. 1197 Feb. 17 Ed. Schellhas & Co. Devonhurst ... 5 Houthoff ... Dutch str. 1164 Feb. 5 Jardine, Matheson & Co. Diamante ... 5 McCuslin ... Brit. str. 514 Feb. 20 Russell & Co. Don Juan ... 4 Marquez ... Spain str. 482 Feb. 8 Brandao & Co. Falkenberg ... 4 Dreyer ... Ger. str. 988 Feb. 17 Mekchers & Co. Fooking ... 3 Crawford ... Brit. str. 783 Feb. 19 Jardine, Matheson & Co. General Warden ... 5 Hogg ... Brit. str. 990 Feb. 31 Mekchers & Co. Glancus ... 5 Ashnah ... Brit. str. 1381 Feb. 19 Butterfield & Swire. Haian ... 5 Ashnah ... Brit. str. 1282 Feb. 19 Douglas Steamship Co. Hissus ... 5 Roua ... Fren. str. 779 Sept. 10 Bun Hin Chan. Kow Beng ... 3 Phillips ... Brit. str. 802 Feb. 17 Yen Fat Hong. Kwong Sang ... 3 Sellar ... Brit. str. 1000 Feb. 15 Jardine, Matheson & Co. Lee Sang ... 3 Sagar ... Brit. str. 1002 Feb. 15 Jardine, Matheson & Co. Nanyang ... 5 Nielson ... Norw. str. 1367 Feb. 19 Mitsui Bussan Kaisha. Oceanic ... 5 Metcalfe ... Brit. str. 3807 Feb. 11 O. S. S. Co. Pina Chom Kiao ... 5 Fowler ... Brit. str. 1011 Feb. 10 Yen Fat Hong. Pilot Fish ... 5 Stapani ... Brit. tug. 161 Sept. 27 H. K. & W. Dock Co. Protos ... 3 Stensen ... Ger. str. 1150 Feb. 15 Edward Schellhas & Co. Recorset ... 3 Madge ... Brit. str. 700 Feb. 19 E. A. & C. Tel. Co. Septima ... 3 Harris ... Brit. str. 783 Feb. 13 Stensen & Co. Soetebow ... 5 Petersen ... Ger. str. 1000 Feb. 20 Butterfield & Swire. Tetartus ... 3 Petersen ... Ger. str. 1687 Feb. 19 Talsma Oolijary. Tricos ... 3 Deicken ... Ger. str. 1142 Feb. 16 Stensen & Co. Vorwarts ... 3 Bruhl ... Ger. str. 612 Feb. 20 Wieler & Co. Wingang ... 3 Croix ... Brit. str. 1517 Jan. 20 Jardine, Matheson & Co. Yangtse ... 3 Lornier ... Fren. str. 2317 Feb. 20 Messageries Maritimes. Yiksang ... 3 Lesak ... Brit. str. 880 Feb. 10 Jardine, Matheson & Co.

Sailing Vessels. Allie Rowe ... 5 Phillips ... Haw. bg. June 9 Wieler & Co. Bogliasso ... 5 Kisse ... Italian bg. 735 Feb. 13 Captain. Blygia ... 4 Weiss ... Ger. bg. 333 Feb. 10 Wieler & Co. B. P. Cheney ... 5 Hughes ... Amer. sh. 1303 Feb. 25 Douglas, Lapraik & Co. Centennial ... 5 Beane ... Amer. sh. 1922 Jan. 27 Russell & Co. Coloma ... 5 Noyes ... Amer. bg. 882 Dec. 27 Mekchers & Co. Dorothea ... 5 Mosler ... Ger. bg. 680 Jan. 29 Arnold, Karberg & Co. Euse ... 5 Summers ... Brit. bg. 778 Jan. 23 Arnold, Karberg & Co. F. P. Leitchfield ... 5 Young ... Amer. bg. 1042 Feb. 5 Chinese. Great Admiral ... 5 Rowell ... Amer. sh. 1847 Feb. 17 Russell & Co. Hochtanooga ... 5 Josely ... Amer. bg. 1072 Jan. 26 Messageries Maritimes. John D. Brewer ... 5 Laird ... Brit. bg. 1920 Jan. 11 Order. Mabel Taylor ... 5 Durkil ... Brit. sh. 1295 Jan. 28 Carlowitz & Co. Manuel ... 5 Estival ... Spain bg. 902 Jan. 6 Remedios & Co. Nardoo ... 5 Campbell ... Brit. bg. 379 Oct. 31 Order. Rio ... 4 Payne ... Brit. bg. 1182 Jan. 3 Postau & Co. Santa Filomena ... 3 Mendiguen ... Spain sch. 448 Jan. 26 Chinese. Santa ... 5 Hennemann ... Ger. bg. 448 Jan. 26 Chinese. Saitelma ... 5 McCreger ... Brit. bg. 993 Jan. 26 Order. Theodor Ruger ... 5 Meyer ... Ger. sh. 1575 Dec. 31 Arnold, Karberg & Co. Titan ... 5 Allen ... Amer. sh. 1370 Jan. 28 Russell & Co. Walter Siegfried ... 3 Lawrence ... Brit. bg. 394 Dec. 17 Chinese.

Her Britannic Majesty's Ships on the China Station.

Name. Rig. Tons. Guns. I.H.P. Captain. Where at.

Alcedio ... dispatch-vessel 1400 4 3180 Com. R. Blair Macdonochie Singapore. Audacious ... twin-screw battle-ship 6010 10 4390 Capt. Robert Hastings Harris Hongkong. Cockchafer ... gunboat 2nd class 465 4 470 Lieut. Com. H. B. Boteler Hongkong. Constantine ... cruiser 2nd class 2280 14 2660 Capt. L. O. Koppel Hongkong. Cordelia ... cruiser 3rd class 2380 10 1420 Captain Henry H. Boys On a cruise in reserve. Euxine ... g.-br. 3rd class coast defence gunboat 2nd class 465 4 470 Lieut. Com. H. R. Adams Hongkong. Furubrand ... gunboat 2nd class 465 4 470 Lieut. Com. D. D. Moore Hongkong. Glatton ... gunboat 2nd class 465 4 470 Lieut. Com. W. M. Martin Hongkong. Leader ... gunboat 2nd class 465 4 470 Lieut. Com. W. M. Martin Hongkong. Linnet ... gun-vessel 2nd class 755 6 1050 Commander J. H. Martin Hongkong. Merlin ... gunboat 2nd class 430 4 430 Lieut. Com. W. M. Martin Hongkong. Matine ... gunboat 2nd class 1200 10 1120 Commander J. H. Martin Hongkong. Orion ... battle ship 3 class armoured 4870 4 4040 Captain T. H. Roys Hongkong. Rambler ... surveying vessel 820 3 180 Commander W. U. Moore Hongkong. Rattler ... gunboat 1st class 870 6 1200 Lieut. Com. W. M. Martin Hongkong. Sapphire ... cruiser 3rd class 1970 12 2260 Captain W. C. Karlake Hongkong. Scylla ... cruiser 3rd class 1420 8 1400 Captain Arthur L. Alington Hongkong. Solent ... torpedo mining launch 150 — — Commander A. C. B. Bromley Hongkong. Swift ... gun-vessel 3rd class 755 6 1010 Commander A. C. B. Bromley Hongkong. Tamar ... troop-ship 4650 — — Captain Basil Cochran Hongkong. Telford ... receiving ship 5137 14 — Commodore Maxwell, A.D.C. Hongkong. Wandorah ... sloop 925 4 750 Commander Geo. Giffard Hongkong. Wivern ... coast defence ship, armoured 2750 4 1450

* Flagship of Admiral Sir R. Vesey Hamilton, K.C.B. Commander-in-Chief.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.